GOVERNMENT OF INDIA
URBAN DEVELOPMENT
LOK SABHA

UNSTARRED QUESTION NO:5613
ANSWERED ON:02.05.2000
DELHI METRO PROJECT
DILIP KUMAR MANSUKHLAL GANDHI

Will the Minister of URBAN DEVELOPMENT be pleased to state:

(a) whether the Urban Arts Panel has some objections over the Delhi Metro Project;

(b) if so, the details thereof; and

(c) the reaction of the Government thereto?

Answer

MINISTER OF STATE FOR URBAN DEVELOPMENT (SHRI BANDARU DATTATREYA)

(a): The proposal of Delhi MRTS phase-I as submitted to the Delhi Urban Arts Commission (DUAC) was considered and approved by the Commission in its meeting held on 30.8.96. In the meeting, the DUAC made certain observations andrecommedations for further necessary action by Delhi Metro Rail Corportation at their and during the progress of the project.

(b)&(c): The details of the observations made by the DUAC and the action taken is attached as Annexure.

ANNEXURE

ANNEXURE REFERRED TO IN REPLY TO PART (b)&(c) OF LOK SABHA UNSTARRED QUESTION NO. 5613 FOR 2.5.2000.

OBSERVATION OF DELHI URBAN ARTS COMMISSION ON DELHI MRTS PROJECTS AND ACTION TAKEN BY DELHI METRO RAILS CORPORATION

(DMRC).

S.NO.	OBSERVATION OF DUAC	ACTION BY DMRC
1.	The second phase of the proposal should include: (a) Dwarka urban extension area. (b) Shahdara to Tilak Bridge with necessary feeder lines to colonies to north of Shahdara to Loni, Gokulpuri, Seema Puri etc. and south of Shahdara up to Mayur Vihar, Noida border etc. (c) Central Secretariat to Vasant Kunj.	Noted. These sections will be considered for inclusion in the second phase of the project which is yet to be sanctioned by the
2.	The various details workded out of the proposal were basically from technical/engineering point of view. The opportunity should be utilised to create landmark in terms of the urban urban and environmental design. For the purpose, it is necessary that some prominent architects should be involved in the formulation of detailed proposals for the railway stations. This would, inter-alia, help in improv-ing functionality and cost saving. The Commission felt that proposal of the stations and other proposals from	Prominent architects, local as well as international, have been engaged for pre-paring detailed designs for MRTS stations. These detailed designs have been are being submitted to DUAC for their perusal. The observations made by DUAC are being given care-

commercial point of view need to be ful sensitively worked out by architects which should include the overall urban farms, circulation parking and other facilities.	consideration.
3. Chawri Bazar station should be only for pedestrians. Any kind of other activity should not be there.	Chawri Bazar station has been planned for pedestrians only.
4. The routes passing in the areas near monuments like Kashmere Gate etc. the safety and aesthetic of these monuments should not be distrubed in any way. (i) (ii) Kashmere Gate monument; (iii) City Wall,	MRTS routes pass closed to the three archeological monuments - Jantar Mantar, National Physical Laboratory (NPL) was engaged to study the impact on the safety of the monuments during construction as operation phases of the MRTS. NPL, after conducting detailed studies has advised that with the type of MRTS structures near the monuments and the the methodology to be used for their used for their construc- tion, there would be no adverse effect on the safety of these monuments. Besides, the MRTS structures are being got designed by prominent architects to ensure that aesthetics of the monuments are not disturbed. In fact, these structures will meld well with the prevailing architecture of the area and enhance the ambience.
5. Considering the necessity of enor- mous requirements of power (elect- ricity) the DMRCL should consider setting up of a captive power plant for the proposed MRTS project.	Power requirement, at this stage, is not ade- quate to justify a capa- tive power station. However, Delhi Vidyut Board has assured DMRC that they will make available adequate and reliable opwer supply for the MRTS project.
6. A proper garbage disposal system needs to be introduced to keep the station and their environment clean.	This is being taken care of in the detailed design of the stations.
7. Educational level of the users in Dehli should be kept in mind while planning the signages.	Noted, Signages are being designed keeping in view the literacy level of the would-be users.
8. Automatic ticketing system should be introduced in the first insta- nce itself.	Authomatic ticketing has been included in the first phase itself.
9. Integration of the bus system and rail system should be properly made at the various stations.	This is being taken care of in consultation with Delhi Police, the transport authorities and other civic bodies. The stations and circulating areas is being done keeping in view the require- ment of integration.